AMERICANS HAVE THEIR FAULTS, TOO

Dr. Nicholas Murray Butler Calls Attention to Some National Foibles.

WHERE WE FALL SHORT

Pittsburgh, Feb. 10 .- "When America speaks or when America acts, the whole world should know that it speaks and acts as a nation and not as a series of conflicting and antagonistic groups or sections," said Dr. Nicholas Murray Butler, president of Columbia university, in an address at the annual dinner of the Pittsburgh

democracy even more so than that of the French republic, or any other republic, because the division of power and responsibility between executives and legislature, between the nation and the constituent states, makes it difficult to formulate and execute a consistent policy.

Live In Glass House. "We Americans," he said, "live in far too much of a glass house to make it wise to throw stones at other na-

tions who refer to a treaty as a scrap of paper.
Our political habits make increasingly frequent the modification or repeal of explicit treaty provisions by a subsequent act of congress without any notice to the other high contract-ing power. Our form of government ing power. Our form of government permits and our temperament encourages the denial by a state legislature or other local authority of rights se-cured to aliens by the solemn act of the treaty-making power. The government of the United States has bound itself by numerous treaties to give rights to aliens, but despite this fact the personal and property rights of aliens have been repeatedly vio-lated, and our friendly relations with loreign countries have thereby been put in jeopardy. Within the memory

horizons?

Why not?

A better car this season—

All the miles you can

a car that will give the ut-most, demand the least, and A Pack

crowd into the day-all the the time is short.

Drifting in Other Ways.

In other respects, Dr. Butler found America was driffing, one of them being with relation to industrial prob-lems. "Our present habit," he said, "is to let things drift until some acute "is to let things drift until some acute crises occurs and then to meet it by surrender or by compromise, without any regard to the future but with eyes fixed only on the immediate present. The greater part of the public seems to be utterly oblivious to the critical position in which the great railway systems of the United States have been put, not by constructive regulation or governmental supervision. have been put, not by constructive regulation or governmental supervision but by policies of competing, conflicting, and his answer was in the affirmative. It was drifting in respect to its foreign policy, and this was due in part both to the form of government and the temperament of the American people.

Democracies find it difficult to engage effectively in international intercourse, he said, and the American democracy even more so than that of the French republic, or any other republic, because the division of power and responsibility between executives and legislature, between executives and legislature, between executives and legislature, between local interference with commerce that the most incompetent and most costly on earth. This is because it is so largely size and they constitute the arterial system of our commercial and industrial life. They are asking, and they should quickly receive, single, consistent, and well ordered constructive regulation from the national government alone. It was local interference with commerce that led interference with commerce that led on the proposed of the United States. "We are drifting, too, in matters of public administration. Taking it all mall, our government is probably the most incompetent and most costly on earth. This is because it is so largely size and quickly receive, single, constitute the arterial system of our commercial and industrial tional government and from the na-tional government alone. It was local interference with commerce that led directly to the formation of the con-stitution of the United States. It is local interference with commerce that now constitutes perhaps our most dif-ficult domestic problem."

Pleads for New Policy.

Dr. Butler also referred in this dis-cussion to drifting tendencies against considering great industries and cor-porate undertakings as primarily something human, and not merely something mechanical, or material, or financial. He pleaded for a new policy to govern many of our economic and industrial relationships.

In respect to national service, the country was also drifting. "No one can possibly hate the state of mind and the spirit that are militarism more than I do," said he. "And no one would resist more actively and emwould resist more actively and em-phatically any movement to change the peace-loving industrial spirit and temper of our people for any of the older forms of militarism that are now slowly going to their deaths, let us hope never to be resurrected on the battlefields of Europe.

Obligations and Opportunities. "But there is a call to national service and a preparation for it which, so of the generation now living there have been outrageous attacks on aliens who were entitled by treaty to our protection in Wyoming, in Washington, in Idaho, in Montana, in Oregon, in Alaska, in California, in Louisiana, in Texas, in Colorado, in Mississippi and in Florida. It has been assaged to the La Follet shipping bill more than twenty treaties were rudely violated.

Loyal Nationalism Needed.

"If it be asked how are conditions to be bettered, the answer is, by a more intense, a more thorough, and a more loyal nationalism. We must be Americans first, and citizens of a state or residents of a particular community afterwards. We must give to the government of the United States the power which it does not at present possess, to protect the treaty rights of aliens through direct action in the federal courts, Americans must give up their increasing tendency to think in terms of classes, or groups, or sections, or states and learn to think "But there is a call to national serv-

Wanderlust! Already the days are

longer-and winter-weary folk must soon

respond to the call of tantalizing Spring

Green magic of the open! speed that the highway will

Is it to be yours—when the tolerate—all the power that young year's exhibitanting any road condition can dewine fires the blood with a mand-and the confidence

craving for new and wider that you ride in the best of

most, demand the least, and leave more freedom for the stimulating joys of the road! A Packard exactly to your liking—now! You'll want the model you want—in the

Ask the man who owns one

Choice of twenty bedy styles. Prioss, open care, \$3050 and \$3500, at Detroit

See the Orr Motor Sales Company, Fortieth and Farnam Sts., Omaha. Branch at Sioux City, Iowa.

Spring.

United States, its aims, its interests, and its honor. When America speaks or when America acts, the whole world should know that it speaks and acts as a nation and not as a series of conflicting and antagonistic groups or sections. When this comes to pass we shall have ceased to drift in our international policies and relationships."

Drifting in Other Ways.

Ito say to every youth approaching manhood, "We believe it to be in your interest and in ours that you should be required for a limited period in one year, or in each of two successive years, to subject yourself to definite, intensive, continuous training under national supervision and control, in order that you may first gain a new and vivid sense of the meaning and obligations of your citizenship, and in order that you may, in zenship, and in order that you may, in the second place, be physically and intellectually prepared to take part in your country's service, physical or military, should occasion for that use of your powers ever arise?

This Cannot Be Shirked. This Cannot Be Shirked.

"This question goes to the very roots of an effective and loyal and continuing democracy. It can be shirked if you will, it can be post-poned if you will, but it can be neither shirked nor compromised nor post-poned without damage to the life of the people of the United States.

"We are defifting too in waters of

executive office.

"We are so concerned with our personal affairs, with our personal undertakings, and with our immediate interests that we are letting America drift. Until every American feels his personal responsibility for the formulation of a definite public policy at home and abroad, and for the businesslike administration of public affairs, America will continue to drift, and the rest of the world will continue to treat her as the spoiled child of the goddess of good fortune."

Kansas City Ad Men Guests of Ad Club Here Monday Eve

The Omaha Ad club will hold the first of a series of frolies at the Rome hotel Monday night, when a delega-tion of Ad club members from Kansas City will come to Omaha to visit





Harry J. Hearne has been appointed Harry J. Hearine has been appointed by Burgess-Nash company as buyer and manager for their ready-to-wear sections on the second floor. Mr. Hearine comes very highly recom-mended, with years of experience both manufacturing and retail to his credit and was for many years associated with Charles Stevens & Bros., of Chi-cago III.

Over Two Hundred Aliens Take Oath

The record week at "naturalization desk" in the court house closed with a total of sixty-nine second papers issued and 136 first papers, the majority of them having been takeh out by former subjects of the central powers. News of the break with Germany precipitated a stampede on the part of Teutons and Austrians to become citizens of the United States. Aliens who do not declare their intentions of becoming citizens of the United States are regarded in the eyes of the law as foreign enemies in case of war law as foreign enemies in case of war with the lands of their birth.

Iowa State Uni Wrestlers Beaten. Ames, Ia., Feb. 10.—(Special Telegram.)—Iowa university's wrestling team, holder of the western collegiate championship, was crushed un-der a 33 to 7 score by Ames here to-night before a crowd of 2,000. May-ser's Cyclones had their own way save in the welterweight bout, which Jen-sen of Iowa won in two falls.

AND BRITONS MEET

Point Where Alliance Between British Tommy and Poilu

ments of the French and British staffs. Often the Germans are at a loss to know who is opposing them— French or British—and all sorts of To Serve America in the attempt to gain information. It is considered of great importance on both sides to know just who the fel-

ruses and subterfuges are resorted to in the attempt to gain information. It is considered of great importance on both sides to know just who the fellows are in the opposing trench, and when there is a relief, or change in the line, the world war resolves itself at least locally into a hazardous game of hide and seek.

Tommy and Poilu have the greatest respect for each other and if Tommy has been over very long he generally knows a phrase or two of French, which, coupled with war slang that is common to both armies, gives a medium of communication mutually enjoyed. In the front lines trenches they share and exchange their little belongings like so many school children swapping luncheon goodies at recess time. Cigarettes, tobacco and chocolate are traded back and forth and oftentimes the midnight meal for Frenchman and Englishman. and forth and offentimes the minight meal for Frenchman and Englishman is heated over the same little stove, carefully concealed from the enemy lest a hand grenade should upset the

supper plans.

This stubborn, dogged, foot-by-foot warfare, with its mire and mud, its redoubts and dugouts and its intricate

dom lends itself to pictures of mar-tial splendor, but without design or arrangement there occurred a few days ago a spectacle which will live long in the memory of the few out-siders priveleged to witness it.

Exchange Salutations.

Great Britain and France becomes a reality.

There they are dog in, the man in khaki and the man in pale blue. There in the long watches of wintry nights in the front trenches they sit about a charcoal fire and smoke and think together, and make understandable signs and sounds, though it is seldom that either can speak the other's tongue. It is not a show spot, this meeting place of the two great allied armies in France, nor is there a definite mark to show the dividing line. It is just a mingling point, not an abrupt juncture. For perhaps 100 yards at the joining sector the French and British soldiers fraternize and visit.

No Break in the Line.

There is no break in the line anywhere along the front and from time the meeting place of the French and British armies is shifted, his according to the plans and the agreecloquent of the fact that these were no novices at the game of war. They were out of the line now for a brief respite, only to go in again later.

Opposite the "75s" were the Brit-ish eighteen-pounders—not so slim

It was the good fortune of the cor-respondent of the Associated Press in the field with the British armies to motor through the entire length of the blue and brown columns. It was easy to see that the passing spec-tacle of the opposite army was of in-tence personal and professional in-terest to Frenchman and Briton alike.

geography of trench upon trench, sel- The French never cease to marvel dom lends itself to pictures of mar- lat the Scotchmen in their khaki tunat the Scotchmen in their khaki tun-ics, plaid kilties and bare knees. The Scots, who were in the long, brown line on this particular day, had a small but vigorous pipe band with them and the Highland music delighted the passing Poilus.

British Tommy and Poilu

Becomes Reality.

Two great contingents of the French and British armies met upon the road, exchanged salutations, and passed. One was "coming out," the other was "going in." Each column must have been at least seven miles long. And with each was all the parapoint on the western battle line where the British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the alliance between Great British Tommy and French Poilu meet—where the poilu meet—where the alliance between Great British armies in the business, the machinery of war—war where was a grim realization of the business, the machinery of war—war lust and every—where was a grim realization of the business, the machinery of war—war lust and every—where was a grim realization of the business, the machinery of war—war lust over the horizon.

When the two columns were fully And to the British eyes the French soldier is magnificent. Tall and stalwart men rode and marched in the blue line that passed the brown. Many of them had been in the fighting since the first days of the German invasion, but the more than two years of the bearded despite the serio-comic ukase of a few months ago that the beard of the Poilu must go. But without a beard a Poilu would cease to be a Poilu. All were spiashed with the inevitable mud of the broken battlefields. The horses, looking warm and happy in their long winter coats, were fairly covered with mud as well.

Something about the spectacle reminded one of the civil war days in America. Perhaps it was the old limber wagons in the line. They tried other sorts of more modern wagons at the beginning of hostilities in Europe, but soon the old limbers came back into their own.

Dyspepsia **Gone Forever**

The Simple, Safe, Sure Use of Stuart's Dyspepsia Tablets Will Bring Joy to Any Stomach Sufferer.

When the system exhausts its juices, when the liver, when the pancress, the stomach become thereby unit to furnish the prope-digestive fluids, one cannot expect this same system, without sid, to do snything cles-than keep on making their improper di-gestive products.

Free Trial Coupon

26,000 Men Join War

Against Motor Wear and Friction

Endurance Proved by **Hudson Super-Six**

Let us not confuse the issues which stand uppermost today.

It is not speed, not power, not hill-climbing ability which make the Super-Six supreme. Though it holds those stock-car records.

It is the fact that those records were won against Sixes, Eights and Twelves-by minimizing friction in the motor. That is why the Super-Six invention stopped the trend toward V-types. It reduced

friction vastly more than they did. That is why a Six holds ruling place today. A new basic principle, patented by Hud-

son, removed its limitations. It was to minimize friction that V-types were considered.

But in that the Super-six outdid them.

That is why it out-sped any other stock car. Why it won so many hill-climbs, including Pike's Peak. Why it broke all records for quick acceleration.

Why it broke the 24-hour stock-car record by 52 per cent.

Why it twice broke the transcontinental record in one continuous 7000-mile round trip.

It was all motor endurance, due to friction and wear reduced to a point which no other type has approached.

Now makers of Sixes point to the fact that a Six still holds first place. But the top place is held by the Hudson Super-Six. No six, eight, twelve or car of any type has equaled it in any of the things which count.

It is a new type Six—the Super-Six—made under Hudson patents. It rules because it added 80 per cent to old-type Six efficiency. Because it ended the Six limitations—vibration, friction and wear.

The One Great Question

The one great question in choosing a car is this: What motor type comes nearest to eliminating friction?

That type will out-perform all others. It will wear longest, cost the least for upkeep, waste the smallest amount of power.

That is now the Hudson Super-Six. It probably always will be. No engineer can hope to come much closer to perfection.

That is the reason for Hudson supremacythe wonderful performance of this motor. No maker can approach this type in things that count for most. Until one does, men who want a great car must choose the Super-Six. With it he is master of every motoring situation.

Now a Gasoline Saver

Now another feature—a great gasoline saver—adds to the Super-Six attractions. And new body creations, in every style, attain the very limit in beauty and luxury.

We have here now the models exhibited at the New York Show. Come see them.

HUDSON MOTOR CAR COMPANY, DETROIT, MICH.



563-65 Farnam St

Omaha, Neb.

form without excessive cost

-are yours if you drive a

The days are longer—and